

COUNTRY

East Germany

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Schoenefeld Airfield

25X1X	EVALUATION	PLACE OBTAINED	25X1C
25X1C	DATE OF CONTENT		
	DATE OBTAINED	PREPARED	8 April 1953
	REFERENCES		
	PAGES	4	ENCLOSURES (NO. & TYPE)
	REMARKS		

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25X1X

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1. In mid-February 1953, source learned from an informant that, according to VP men, mines had been transported to Schoenefeld airfield on 5 February when the local residents had to go into their cellars. It was again announced that the dwellers on the streets leading to the field had to remain in their cellars for half an hour sometime shortly after 15 February. ¹

2. On 16 and 17 February, more ammunition was unloaded and shipped to the field. On these days, the traffic to the field was interrupted for several hours and rerouted via Waltersdorf. ²
3. Between 14 February and 16 March, the following average number of military aircraft was observed at the field:

Hardstand 36a	1 Li-2
Hardstand 35	4 Li-2s and 3 biplanes
Northern section of the field	about 25 Li-2s.

An average of 4 Li-2s of the planes parked on the hardstands 35 and 36a took off and made practice flights every day. About four landings were made every afternoon.

4. In February, no aircraft were observed in the southern section of the field. On 7 March, the hangars 11 and 15 were open, but no planes were observed inside.
5. Between 14 February and 16 March, there was the following air activity which was performed almost exclusively by the Li-2s parked in the northern section of the field:

CLASSIFICATION SECRET

571

SECRET

- 2 -

25X1A

17 February. Between 9 a.m. and 2:30 p.m., taking off and landing was practiced by two planes which took off at short intervals and circled once over the field.

20 February. Between 1 and 5:30 p.m., there was the same air activity as on 17 February.

25 February. Between 10 a.m. and 5 p.m., there was air activity by 6 Li-2s which took off in elements of two and assembled in formation.

26 February. Between 10 a.m. and 5 p.m., four Li-2s practiced the same air activity as on 25 February.

27 February. Between 4 and 6 p.m. local flights were made by 2 biplanes, which circled twice over the field.

2 March. Between 9:30 a.m. and 2:45 p.m., eight Li-2s were observed aloft. Two Li-2s practiced flying in the afternoon.

3 March. Between 3:30 and 8 p.m., flying was practiced by six Li-2s.

There were clouds and visibility was good.

5 March. There was air activity by 2 Li-2s between 9 a.m. and 2:30 p.m., by 2 biplanes between 10 a.m. and 1 p.m., and by 2 Li-2s between 7 and 10 p.m.

7 March. Between 9 a.m. and 2 p.m., air activity was observed. The weather was cloudy and it drizzled occasionally.

8 March. Between 4 and 6 p.m., 1 biplane and 2 Li-2s were aloft.

10 and 14 March. Mostly in the morning, there was air activity by 14 Li-2s.

15 March. Between 8:15 a.m. and 2:45 p.m., two Li-2s circled over the field.

On all the days of air activity in March, take-offs and landings were made by individual planes which, after the take-off, circled over the field several times before landing. During the air activity on 10 and 14 March, two radio trucks were parked at the runway in the southern section of the field. The biplanes circled over the field only flying left banks. They landed immediately after the circles.³

6. Source observed during several weeks that the aircraft of the Soviet civilian Airlines Aeroflot, which fly the Moscow-Berlin line, took off and landed at the field on the following days:

SECRET

SECRET

- 3 -

25X1A

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Take-Off	-	-	8:45 a.m.	8:45 a.m.	8:45 a.m.	8:45 a.m.	8:45 a.m.
Landing		3 p.m.	3:00 p.m.	3:00 p.m.	3:00 p.m.	3:00 p.m.	-

7. Source determined that the following flight schedule was valid for the Polish Civil Airlines LOT in February 1953:

Warsaw - Berlin - Schoenefeld - Paris flight route

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Take-Off	-	12:30 p.m.	-	12:15 p.m.	-	12:25 p.m.	-
Landing	-	11:15 a.m.	-	11:35 a.m.	-	11:15 a.m.	-

Paris - Berlin - Schoenefeld - Warsaw flight route

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Take-Off	-	-	2:40 p.m.	-	2:15 p.m.	-	2:40 p.m.
Landing	-	-	2:30 "	-	1:40 "	-	1:40 "

8. No definite information could be obtained on the flight schedule of the Czech civilian airlines (CSR) up to early March 1953, but efforts will be continued.

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10. On one day shortly after 15 February, the residents of Bohnsdorf who lived in houses on the road leading to Schoenefeld airfield were informed that they had to go into their cellars as soon as a siren was sounded by VP in the late afternoon. Allegedly, this precautionary

SECRET

SECRET

- 4 -

25X1A

25X1X

measure was necessary because war-time ammunition was to be shipped to the field. A total of 17 Soviet trucks were observed moving slowly to the field at large intervals.¹

11. The following observations were made at the field between 21 February and 5 March:

21 and 23 February. Three biplanes and 28 twin-engine planes were counted at the field. Every day, only routine flights were made and no local flights were observed.

2 March. Between 12:30 and 1:30 p.m., 12 individual take-offs were made by Li-2s; individual planes circled over the field, while others left the airfield zone.

5 March. Between 10:30 a.m. and 12:30 p.m., there was intensive air activity by Li-2s whose noses bore a tactical marking similar to an escutcheon.³

25X1C

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1. Field Comment. Same source previously reported similar shipments.

25X1A

2. Comment. According to the same source, shipments were dispatched to the unloading ramp at the Schoenefeld railroad stopping place under the same conditions on 6 and 7 February 1953.

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3. Comment. In addition to the military transport unit, Schoenefeld airfield has been occupied by a transport regiment since early February 1953. This regiment which was previously stationed in Brandis is believed to be equipped with about 30 Li-2s.

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4. Comment. Schoenefeld airfield is the Berlin terminal of the foreign airlines mentioned.

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